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**INTERNATIONAL STANDARD**



**2958**

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INTERNATIONAL ORGANIZATION FOR STANDARDIZATION • МЕЖДУНАРОДНАЯ ОРГАНИЗАЦИЯ ПО СТАНДАРТИЗАЦИИ • ORGANISATION INTERNATIONALE DE NORMALISATION

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**Road vehicles — Exterior protection for passenger cars**

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**Descriptors :** automobiles, bumpers, tests, shock tests.

## FOREWORD

ISO (the International Organization for Standardization) is a worldwide federation of national standards institutes (ISO Member Bodies). The work of developing International Standards is carried out through ISO Technical Committees. Every Member Body interested in a subject for which a Technical Committee has been set up has the right to be represented on that Committee. International organizations, governmental and non-governmental, in liaison with ISO, also take part in the work.

Draft International Standards adopted by the Technical Committees are circulated to the Member Bodies for approval before their acceptance as International Standards by the ISO Council.

International Standard ISO 2958 was drawn up by Technical Committee ISO/TC 22, *Road vehicles*, and circulated to the Member Bodies in August 1972.

It has been approved by the Member Bodies of the following countries :

Austria	Hungary	South Africa, Rep. of
Belgium	Ireland	Sweden
Canada	Italy	Switzerland
Czechoslovakia	Mexico	Thailand
Egypt, Arab Rep. of	Netherlands	Turkey
France	Poland	United Kingdom
Germany	Romania	

The Member Bodies of the following countries expressed disapproval of the document on technical grounds :

Australia  
Japan  
U.S.A.

# Road vehicles – Exterior protection for passenger cars

## 1 SCOPE

1.1 This International Standard specifies the characteristics as regards exterior protection for passenger cars.

1.2 The aim is to provide protection at the front and rear of the vehicle, of certain mechanical elements and, above all, for lighting and signalling devices in cases of collision at low speed during parking manoeuvres.

1.3 Exterior protection is assured by protective devices, which are essentially elements located at the front and rear ends of vehicles and designed in such a way as to allow contacts and small shocks to occur without causing any serious damage.

The main objective is to fix protective devices at a common reference height, taking into account safety requirements and all aspects of vehicle design.

## 2 FIELD OF APPLICATION

The provisions of this International Standard apply to passenger cars with up to and including 9 designated seating positions, including that of the driver.

## 3 DEFINITIONS

**3.1 kerb load** : The mass of the vehicle when it is loaded under loading conditions indicated in ISO/R 1176, clause 4.6 (plus the spare wheel and any accessory equipment).

**3.2 design load** : The mass of the vehicle when it is loaded to the conditions prescribed in 3.1, increased by the mass of passengers (taking 68 kg per passenger) distributed as follows :

Number of seating positions	Number of passengers	Distribution
2 and 3	2	2 in the front seats
4 and 5	3	2 in the front seats 1 in the back seats
6 and 7	4	2 in the front seats 2 in the extreme back seats
8 and 9	5	2 in the front seats 3 in the extreme back seats. When the rear row of seats has only 2 seating positions, one person shall be on the second row from the rear

**3.3 vehicle corner** : The part of the vehicle contacted by a vertical plane that is tangent to the vehicle and at an angle of 60° with the longitudinal median plane of the vehicle.

**3.4 reference height** : The height above the ground at which the vehicle should embody sufficient protective devices, both at kerb load and design load.

This reference height is that of the horizontal plane passing through the reference line of the test device described in 4.2.

**3.5 reference line** : The intersection of the horizontal plane of symmetry of the impact contour with the impact contour itself, plane A of the impact device being vertical.

## 4 CONDITIONS OF TEST

### 4.1 General

**4.1.1** The vehicle shall be at rest on a level rigid surface.